CRASH CHRONICLE

TraCS Taskforce working on Electronic MV4000

Work on automating the MV4000 Accident Report has taken a major step with the creation of the TraCS Task Force. The task force was created to consult, collaborate and create an electronic crash data collection tool for law enforcement use. Letters of interest were sent to 620 law enforcement agencies in the state. Applications were received from 39 agencies. From these 39 agencies, 10 were chosen based on agency size (small, medium and large), agency type (police, sheriff, state, other), geographic distribution, and equipment or lack of equipment availability. The task force met for the first time in October 2003 and meets monthly to design the data collection tools that will be available to any law enforcement agency in the state.

Forms that are currently being worked on include: MV4000, Abbreviated Car\Deer Report, Driver Information Exchange form, and the Fatal Supplement form.

The automated MV4000 and associated forms will be field tested by the task force members during the summer of 2004. Two to three agencies will pilot test the form in the fall of 2004 with statewide rollout in early 2005.

Task force members include:
Deputy Mike Doeden – Dane County Sheriff's Department
Carl Wilkinson – Sun Prairie Police Department
Lt. Rick Dekker – Green Bay Police Department
Officer Doug Fischer – Ladysmith Police Department
Officer Christina Smith – Milwaukee Police Department
Officer Rob Duveneck – Fond du Lac Police Department
Deputy Leslie Lemiuex – Calumet County Sheriff's Department
Trooper Jeff Zuzunaga – Wisconsin State Patrol
Officer Joe Smith – La Crosse Police Department
Deputy Kurt Kostuch – Marinette County Sheriff's Department

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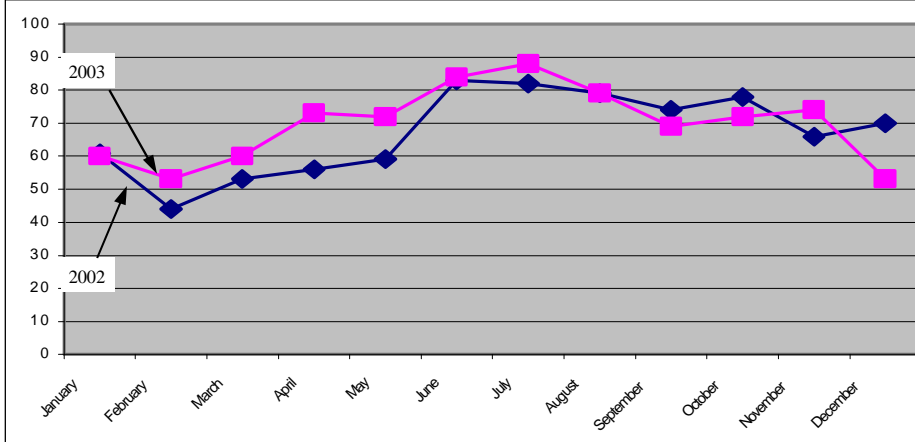## PARTNER STATES

WISCONSIN TRAFFIC STATS AND FACTS

CRASHES AND FATALTIES UP IN 2003

The number of total crashes and traffic fatalities reported by law enforcement rose in 2003, with fatalities reaching the highest level since 1981. However, the number of total injuries in crashes decreased as well as the number of serious (incapacitating) injuries.

Alcohol-related, speed-related and motorcycle crashes were all up as well as the number of people killed in those crashes. The number of motorcyclists killed (100) was the highest since 1986. The number of crashes involving large trucks and fatalities resulting from those crashes went down. Pedestrian and bicycle crashes were about the same as in 2002 but were lower than the prior 5-year average.

	1998	1999	2000	2001	2002	2003*	98-02 Average
Fatal Crashes	628	674	718	684	723	749	685
Injury Crashes	41,594	41,345	43,145	39,358	39,634	39,380	41,015
Property Damage Crashes	83,609	88,931	95,647	85,361	88,715	90,983	88,453
Total Crashes	125,831	130,950	139,510	125,403	129,072	131,109	130,153
Total Persons Killed	709	744	801	764	805	837	765
Total Persons Injured	62,236	61,577	63,890	58,279	57,776	56,844	60,752

Fatalities	Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2003	837	60	53	60	73	72	84	88	79	69	72	74	53
2002	805	61	44	53	56	59	83	82	79	74	78	66	70

FATALITY STATISTICS

Fatalities in Wisconsin for 2003 hit the highest level in over 20 years. Failure to use seatbelts, speeding, and drinking and driving all contributed to the rising numbers, as did over 100 motorcycle fatalities. For additional fatality statistics, visit the TAS website at http://www.dot.wisconsin.gov/drivers/drivers/traffic/crash/fatality.htm

Possible Contributing Circumstances (PCC)

Possible Contributing Circumstances (PCCs), especially the driver PCCs, are used extensively by safety analysts to identify causes of crashes and then develop enforcement and/or education programs to address the problems. There are very few crashes, other than deer crashes, that don't involve some kind of driver error, yet we see several reports where no driver PCCs are marked for any driver in the crash. Please fill out these fields as completely as possible.

Driver Factors

Unit Number　　　　　　Unit Number
① ② ③ ④ ⑤　　　② ③ ④ ⑤
⑥ ⑦ ⑧ ⑨ ⑩　122　⑥ ⑦ ⑧ ⑨ ⑩
○ N/A　　　　　　　○ N/A

① Exceeding Speed Limit ①
② Speed Too Fast/Condition ②
③ Fail to Yield Right of Way ③
④ Inattentive Driving ④
⑤ Following Too Close ⑤
⑥ Improper Turn ⑥
⑦ Left of Center ⑦
⑧ Disregarded Traffic Control ⑧
⑨ Improper Overtaking ⑨
⑩ Unsafe Backing ⑩
⑪ Failure to Have Control ⑪
⑫ Driver Condition ⑫
⑬ Physically Disabled ⑬
⑭ Other ⑭

Areas for each unit number's PCCs to be identified.

More than one bubble can be completed for each unit.

Clarify in the narrative of accident if possible.

Statistical Reports Available Electronically

The Traffic Accident Section can now supplying a variety of statistical reports electronically to law enforcement and other safety partners. Report formats include PDF, Comma Separated Values, Excel spreadsheets and HTML. In the past, standard reports were sent to law enforcement and county highway safety coordinators in a paper format. Several agencies have now chosen to receive their reports electronically instead. This allows easy storage of the reports which can be viewed or printed.

Standard reports include:

County and City Selective Enforcement Packages – The county package consists of ten reports summarizing crash data and listing high accident locations. It is sent on a quarterly basis to each County Sheriff's department, County Highway Safety Coordinators and Wisconsin State Patrol districts. An equivalent package based on municipalities is sent to over eighty cities statewide.

The reports contain data for all crash locations. Report A counts only intersection and non-intersection crashes. Report B counts parking lot and private property crashes.   There are three summary reports and seven additional reports on rural town roads, rural county trunks, rural state highways, and urban and rural interstate locations.

The reports include Crashes by Municipality, Crashes

by Jurisdiction, Crashes with at Least One Citation Issued by Jurisdiction, Crashes by Time of Day and Day of Week, Alcohol Crashes by Time of Day and Day of Week, Crashes by Month and Day of Week, Alcohol Crashes by Month and Day of Week, Sector Analysis Listing (a Sector is a section of road that runs within the boundaries of a municipality), High Crash Listing, Crashes by Highway Class and Location, and Motorcycle, Bicycle and Pedestrian Crashes (this report is only in the City Package).

Missing Fields Reports - These reports identify data fields that were left blank or are in conflict with other data. They are reported by Officer ID and are designed to be used as a training tool for your department. About 112 agencies receive these reports twice a year.

Semi-annual Municipality Reports – These reports contain a listing of all crashes within a municipality. They are sent semi-annually to 47 agencies.

We can also provide specialized (ad hoc) reports with additional information collected on the MV4000 upon request and at no charge. These can be provided electronically or in hard copy. To request an ad hoc report, please contact Mary McFarlane (608/267-1847), Brian Neil (608/ 266-2265) or traffic-accidents.dmv@dot.state.wi.us.

LATITUDE AND LONGITUDE

Although there have been latitude and longitude data fields on the MV4000 for several years, the Traffic Accident Section has only recently had the ability to key this data into the database. If your agency uses GPS units in relation to crashes, please include this data on your MV4000s, and our processors will key it into the system. It will allow users to display and analyze crashes using Geographic Information Systems which provide enhanced analysis capabilities.
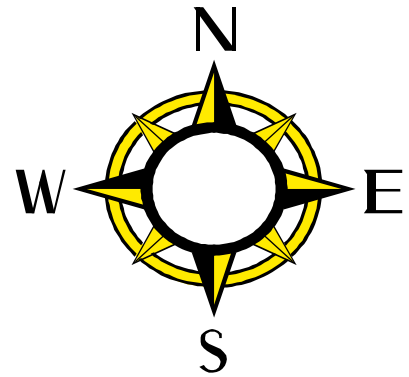
CRASH LOCATIONS

Location, location, location! It's all about location. Some of the most important fields on the MV4000 deal with the location of a crash. These fields are used by traffic engineers, safety analysts, highway planners, local units of government and many other people to identify how many crashes occur on specific roadways or at specific intersections. The information gained in these analyses helps to identify intersections or stretches of roadway that need to be improved or where enforcement efforts should be focused.

The fields that are used to locate crashes are:
County code (field 2)
Municipality code (field 3)
Accident location (field 11)
Latitude (field 12)
Longitude (field 13)
ON highway number and street name (field 14)
Estimated distance and direction (field 15)
FROM/AT highway number and street name (field 16)
House, utility, fire, railroad or other number and type (field 17).

In order to utilize the data, it is very important that all of these fields be filled out correctly and completely (other than fields 12, 13 and 17 which are optional).

Location is an area where we see some of the most fre-

quent errors in filling out the form. We find errors in county and/or municipality codes. We see missing fields such as the officer filling in an "ON" highway and/or street name but no valid "AT" highway and/or street name. Both are necessary to locate a crash. An address from the "ON" street/highway is not a valid "AT" street/highway. For example, an officer might put the "ON" location as *Hwy 12, West Beltline Hwy* and the "AT" location as *2600 block*. The name of a business is also not a valid "AT" location, (e.g. McDonalds). While these might be informative to the local user of the data, they are not useful to most people and result in incomplete data being analyzed. Field 16, the "AT" location, **should be the nearest intersecting highway number or street name**. One exception to this is that if the crash occurred on the interstate, the nearest milepost is a valid "AT" location. An "AT" location does not need to be completed if the crash occurred on a ramp and the "ON" location is completed as directed in the instruction manual. It is also important that an estimated distance and direction be indicated for all non-intersection crashes.

   If you have any questions on how to correctly record location data, please contact Mary McFarlane (608/267-1847), Brian Neil (608/266-2265) or traffic-accidents.dmv@dot.state.wi.us.